

ASSEMBLY BILL

No. 1020

Introduced by Assembly Member Hancock

February 22, 2005

An act to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of the Government Code, relating to planning.

LEGISLATIVE COUNSEL'S DIGEST

AB 1020, as introduced, Hancock. Planning: smart growth models.

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies.

This bill would require certain federally-designated metropolitan planning organizations and certain state-designated regional transportation planning agencies to develop and implement improved regional travel models incorporating smart growth concepts and to undertake other related planning activities, thereby imposing a state-mandated local program. The bill would require the department to provide all necessary financial assistance to these agencies. The bill would require all transportation models used by state or regional agencies to be usable on personal computers and to be made available to the public. The bill would enact other related provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
2 following:
- 3 (a) Smart growth can have dramatic economic and
4 environmental benefits for California residents, and can make
5 government expenditures on transportation infrastructure far
6 more cost-effective.
- 7 (b) Better transportation infrastructure and land use planning
8 decisions can have immense benefits on California's air quality
9 and economy. Motor vehicles produce over 60 percent of smog
10 precursor emissions in some urban regions, and automobile usage
11 costs California households one hundred billion dollars
12 (\$100,000,000,000) annually. Smart growth policies eventually
13 could reduce these environmental and economic impacts by 30
14 percent or more.
- 15 (c) Current planning models used for making transportation
16 infrastructure decisions and for air quality planning do not
17 adequately reflect the most important measures of smart growth,
18 particularly the effect of compact residential development
19 patterns, the effect of mass transit on reducing car ownership and
20 overall travel, the effect of highways on inducing additional
21 automobile traffic, and the effect of economic incentives such as
22 tolls, transit pricing, and parking charges.
- 23 (d) Because of these modeling deficiencies, elected officials
24 and other government decision makers do not get adequate
25 information on which to base multibillion dollar transportation
26 decisions, resulting in erroneous decisions being made.
- 27 (e) State-of-the-practice transportation planning models can
28 account more accurately for the potential benefits of smart
29 growth and can allow planners to make better decisions.
- 30 (f) In addition, better travel models can assist metropolitan
31 planning organizations (MPOs) in assessing growth-inducing and
32 cumulative impacts of transportation plans, under the CEQA and
33 NEPA.
- 34 (g) The Department of Transportation can assist MPOs and
35 regional transportation planning agencies to develop more

1 effective transportation models. These models can also be used in
2 air quality planning to enhance emissions reductions and to cut
3 the cost of clean air compliance.

4 SEC. 2. Chapter 2.68 (commencing with Section 65089.60) is
5 added to Division 1 of Title 7 of the Government Code, to read:

6
7 CHAPTER 2.68. SMART GROWTH PLANNING
8

9 65089.60. (a) “Designated MPO” means the following
10 metropolitan planning organizations (MPOs): the Southern
11 California Association of Governments, the Metropolitan
12 Transportation Commission and the Association of Bay Area
13 Governments, the San Diego Association of Governments, and
14 the Sacramento Area Council of Governments.

15 (b) “Designated RTPA” means the regional transportation
16 planning agencies (RTPAs) for the following areas: all counties
17 in the San Joaquin Valley, and Monterey, San Luis Obispo, Santa
18 Barbara, and Santa Cruz counties.

19 (c) “Department” means the Department of Transportation.

20 65089.61. On or before January 1, 2008, designated MPOs
21 and designated RTPAs shall develop and implement improved
22 regional travel models that do all of the following:

23 (a) Account for the influence of land use intensity (housing
24 units per residential acre or equivalent) and transit service levels
25 on automobile ownership and vehicles miles traveled per
26 household.

27 (b) Employ discrete choice logit mode split models that
28 allocate trips between pedestrian, bicycle, transit, carpool, and
29 single-occupant automobile modes.

30 (c) Account for travel demands during at least four time
31 intervals during the day.

32 (d) Account for induced travel and induced land uses resulting
33 from highway expansion.

34 65089.62. The department shall provide all necessary
35 financial assistance to the designated MPOs and RTPAs in
36 developing and updating the models.

37 65089.63. The designated MPOs and RTPAs shall develop
38 budgeting plans that ensure the continuous improvement of their
39 travel models. All models shall be peer reviewed at least every
40 five years. Household travel surveys used in the models shall

adequately sample all modes, and shall be updated at least every 10 years. The designated MPOs and RTPAs shall validate predicted versus measured vehicle speeds on highways and traffic volumes by time of travel on roadway links.

65089.64. The travel models shall include all of the following:

(a) Simple evaluation measures for environmental justice and economic welfare.

(b) Person-trips for each mode.

(c) Households by income class in at least home-based work trips.

(d) Trip generation sensitive to land use characteristics for non-auto modes.

(e) Careful representation of all transit lines and roadways.

65089.65. The travel models shall be capable of evaluating at least the following policy choices:

(a) Land use intensification.

(b) The impact of enhanced transit service levels on reducing overall vehicular travel and car ownership.

(c) Mixed land uses.

(d) Parking charges.

(e) Peak period freeway tolls.

(f) Twenty-four-hour freeway tolls.

(g) Urban growth boundaries.

(h) Neighborhood plans that enhance pedestrian access.

65809.66. In the case of the designated MPOs, the travel models shall also include all of the following:

(a) Composite mode costs in all travel mode steps.

(b) Trip hours represented with departure time choice.

(c) Land use models based on bidding for floorspace and implemented on small zones or parcels.

(d) Detailed measures for environmental justice and economic welfare.

(e) Representation of person-trips and average trip lengths for all modes.

(f) Households by income in all trip purposes.

(g) Trip generation sensitive to land use characteristics for all modes.

1 65089.67. By 2008, a freight travel model, and by 2010, a
2 commodity flows travel model shall additionally be included in
3 the travel models of the designated MPOs.

4 65089.68. In evaluating transportation projects in their
5 respective areas, member local governments of the designated
6 MPOs shall run the entire regional travel model with the same
7 methods used by the MPO.

8 65089.69. The evaluation of large private and public land
9 development projects shall be done with spreadsheet models that
10 accurately account for the impacts of density, mix, and other
11 smart growth policies on travel.

12 65089.70. All transportation models used by state or regional
13 agencies shall be usable on personal computers and shall be
14 made available to the public.

15 SEC. 3. If the Commission on State Mandates determines that
16 this act contains costs mandated by the state, reimbursement to
17 local agencies and school districts for those costs shall be made
18 pursuant to Part 7 (commencing with Section 17500) of Division
19 4 of Title 2 of the Government Code.